

The Intelligencer.

Office 25 & 27 Fourteenth Street.
 F. W. CAMPBELL
 PUBLISHER AND PROPRIETOR.
 THURSDAY, JUNE 27, 1878.

Semi-Centennial Anniversary of the Baltimore & Ohio Road.

One week from to-day—July 4th—occurs the Semi-Centennial of the Baltimore & Ohio road—an event of no small importance, not only to Baltimore, to Wheeling, and to other places on its line but of general and even national importance.

The Baltimore & Ohio is really the pioneer railroad of the United States. Poor's Railroad Manual says that while one or two small local enterprises preceded it in the order of time, yet it was the first railroad enterprise undertaken on anything like a comprehensive scale for the transportation of freight and passengers. It was chartered by the State of Maryland on February 28th, 1827, and by Virginia on the 8th of March following, as a railroad from Baltimore to the Ohio river, which charters were esteemed at that day events of vast importance to the Congress of the United States. Indeed the recent agitation of an international railroad project across the Continent of Africa, over Stanley's discovered route, is not looked on as half such an enterprise as was the building of a railroad from the Atlantic to the Ohio river half a century ago. There were no Vanderbilt, Scots or Garretts in that day, with their big ideas of continental railroad empire. Had there been, the Baltimore & Ohio would not have been 25 years in building from Baltimore to this city. Its progress was very slow indeed, notwithstanding the view taken of its importance by Chas. Carroll, of Carrollton, the only surviving signer of the Declaration of Independence, when he broke the ground on the 4th of July, 1828, with the first shovel full of earth for its construction, and said, "I consider this among the most important acts of my life, second only to that of signing the Declaration of Independence, if even second to that."

In the fall of 1829, the laying of the rails within the city of Baltimore was begun, and on the 22d of May following, the first section of fifteen miles, to Elliott's Mills, was opened. Like all other close roads of that day it was an insubstantial structure, with longitudinal rails, on which was placed a thin strap of iron—something like the Wheeling street railroad of to-day. For nearly a year after it was opened it was operated by horse power, and meanwhile (will any reader of the INTELLIGENCER believe it) an attempt was actually made to propel cars over the track by the use of sails. It was not until the 4th of January, 1831, that the company invited proposals for the construction of a steam engine, the specifications being that "it must not exceed three and a half tons weight, and must, on a level road, be capable of drawing, day by day, 15 tons, inclusive of weight of the wagons, 15 miles per hour." In response to this advertisement the company accepted an engine which while "incapable of surmounting grades served to assure the officers of the company of the practicability of working their railroad by steam power." In the annual report of the company for 1831, the President stated that "by many improvements in the application of working power, an immense reduction in the cost of transportation and an increase of velocity had been effected."

Among the noteworthy improvements was one by our good old Pennsylvania neighbor, the late Jonathan Knight, of Washington county, well known to all the old citizens of Wheeling, (at that day chief engineer of the company) which the report says, "had the combined effect of cylindrical and conical car wheels," and which were "found of the utmost importance by the facility they afforded of turning curves." This discovery of Mr. Knight's, the report went on to state, "is the more important as it is inasmuch as from the surface of the country over which our route must be constructed numerous curves in the tracks will be unavoidable." We should say so, as any one who travels the road in the region of Cameron will still testify. It is at that day that there were several distinguished engineers engaged in proving that railroads could not be successfully operated in such States as Maryland and Virginia, owing to the broken character of the country, which would require a great amount of curvature.

We have in the INTELLIGENCER office reports of the Baltimore & Ohio Company for several years past, the last one for the year ending September 30th, 1877, and when we read of an equipment on the main stem alone of 520 engines we can hardly believe that on the 4th of January, 1831, the road seriously advertised proposals for building one small engine as an experiment. Was the lesson ever more forcibly taught to "despise not the day of small things."

The road did not get through to Wheeling until the 12th day of January, 1853, on which occasion more champagne bottles were opened in our midst than on any half dozen occasions in the history of our city. The progress of construction had been very slow. The road did not reach the Point of Rocks until April 1, 1852, nor Harper's Ferry (only eighty miles from Baltimore) until December 1, 1854; nor Cumberland until November 5, 1842. It then took more than ten years to build it from Cumberland to Wheeling. Contrast with this the fact that the whole line of the Union and Central Pacific roads, from Omaha to San Francisco, 1,921 miles, were constructed within sixteen years.

How can we convey to our younger readers an appreciation of what it meant to this region to have a railroad opened to the East? Those very old persons in our midst, who had, time after time, ridden horseback to Baltimore, Philadelphia and New York, to purchase goods, in days when there was no National road, hardly a good common road, and who had undertaken such journeys at all seasons of the year, and with far more feeling of anxiety than a citizen of Wheeling would now experience in going to Europe, they could appreciate what the opening of such a road to the Ohio river meant.

A few years ago an old man died in Brooke county who was the only survi-

vor of Lewis & Clarke's celebrated expedition across the Rocky Mountains. That expedition left St. Louis in May, 1804, and although a government expedition, and well provided, only reached the head waters of the Missouri during the first season, and during the next crossed the mountains and wintered at the mouth of the Columbia river. It reached St. Louis on its return in September 1806, after an absence of two and a half years. No tidings whatever had been received from it, and for more than a year it had been given up for lost. Eighteen months had been required to reach the Pacific Ocean. How great the contrast between the experience of old Patrick Gass and Jared and Palmer's celebrated rail road run from New York to San Francisco, a distance of 3,116 miles, in 83 hours and 53 minutes, running time, in 1876, a rate of 40 miles per hour for the whole distance. While old Patrick and his comrades could only reach the upper Missouri from St. Louis in one season, Jared & Palmer made the run from New York to Pittsburgh, 440 miles, without a stop, and with one engine, in 10 hours and 5 minutes. They ran from Pittsburgh to Chicago, 468 miles, in 11 hours and 31 minutes; from Chicago to Council Bluffs, 483 miles, in 11 hours and 30 minutes; from Council Bluffs to Ogden, 1,033 miles, in 24 hours and 50 minutes; and from Ogden to San Francisco, 870 miles, in 23 hours and 38 minutes. In this great ride they crossed three formidable mountain ranges, viz, the Alleghenies, at an elevation of 2,250 feet above the sea; the Rocky Mountains at an elevation of 8,242 feet, and the Sierra Nevada at 7,042 feet.

We have heard old Patrick Gass tell about sleeping out during his memorable journey under the snow, frozen in at night in his buffalo skin, and otherwise enduring the hardships of a perilous and tedious journey. Contrast his experience with that of the Jared and Palmer party, who never once left the cars for a meal, and never suffered the loss of a night's rest. It would seem presumptions to predict a similar ratio of progress for the next 50 years, yet such a prediction can appear no more incredible to us than would have appeared to people 50 years ago what has since been realized.

In 1830 there were only 25 miles of railroad in the United States. In 1840 there were only 2,818; in 1850 there were 9,021; in 1860 there were 36,635; in 1870 there were 52,898; and in 1875 there were 74,358. By 1880 there will probably be close on to 100,000 miles of railroad in the United States. In 50 years from now there will certainly be a million of miles. There will be a railroad past every man's door. Thousands of little local roads will be built, and they will almost supersede the use of wagons. They will be built very cheap, cheaper than pikes, and will be so numerous and transportation over them so cheap, that every producer in the United States will be virtually in the market when he has anything to sell. That is, provided we continue to use railroads and do not at the end of the next 50 years travel through the air, as many persons confidently predict will be the case.

The Political Revolution in California.

The result of the election just held in California to choose delegates to meet in convention to frame a new State Constitution will be regarded everywhere as a matter of more or less concern. There is no doubt labor has been more disorganized and impoverished in that State for a long time than in any other part of the country. From one extreme—fancied property—matters have gone to the opposite extreme—actual poverty. Under this condition of things what is called Kearneyism has arisen—that is, political agitation under the lead of a man named Kearney—advocating agrarian doctrines and supported by the multitude of disorganized and impoverished men that abound in California, with communism publicly preached, and the rights of property called in question. The laboring men, in one department or another, have fallen in with the movement—though it does not follow by any means that they will accept or permit the carrying out of the extremes indicated. We would rather expect that mostly they are prepared to act on the theory that "though we may enter the coach on its starting, we are not bound to go with it to the end of the route; we may leave it at any safe or convenient point." Yet it is feared that the election, having resulted adversely to the conservative elements of the State, its organic law may be so changed as to lead to consequences too serious to be lightly considered. There is no doubt that California reckless agitators have had for some time past an unusually favorable field to work in. Society appears there to be divided up pretty much into two classes—the very rich, who are few in number, and the very poor, who are counted by thousands. As our California correspondent pointed out in his letter published in Saturday's Supplement, there is in that State a practical monopoly of land and of capital; that everything has co-operated to oppress the poor. The industries are stagnant, the wild speculations in manufacturing and stock companies have ended, as might have been expected, disastrously; the mania for gambling in mining stocks has pervaded and demoralized the masses; the labor market the Chinamen have in many cases pushed out the whites. It was this double-edged of the first impulse to the movement which in the important election just over has carried the State and secured control of the constitutional convention. In the city of San Francisco itself the "Kearneyites" or workingmen's ticket was elected by a plurality, receiving four thousand votes more than were polled for the Democratic and Republican tickets together, and two thousand five hundred votes more than were received by the delegates on a "fusion" ticket chosen from both of the old parties. Elections in California are proverbial close, and in the rural districts the success of the "Kearneyites" has been less pronounced than in San Francisco, but still sufficient, it is thought, to give the "Kearneyites" the thirty-three delegates at large, which is virtually equivalent to the control of the organization of the State. The blatan oratory of Kearney would not have gathered around him such a following as he is reported to have were it not that there were underlying causes that created sympathy with his utterances and raised him to popularity. It is only when the cause is recognized to be righteous that such success as that of the workingmen's party and its outside affiliations is possible. What some of these grievances are has been stated by our correspondent. Among the more reasonable demands are land reform, the prohibition of the investment of trust funds in speculative enterprises, municipal reform, and legislation in favor of the diffusion of banking capital instead of its concentration in the hands of a few. Around the demand all others cluster. Other grievances are felt, but this most of all. It is the one subject upon which all or most

all of the people in California are agreed. It is certainly the one upon which the masses agree, and to which all others are subordinated. It may be that when the convention meets prudent counsels may prevail, and that the constitution so framed will be more moderate than in the excitement of the election it is expected to be. Time also brings often with it that sober second thought which corrects earlier errors, and if the usual custom is followed the constitution will be submitted to the people for ratification or rejection. The victorious party may give for a season some trouble and be the cause of more anxiety, but in the end the conservative elements will force their way to the front and act as a regulator of those things that are found to work injury to the public welfare, as they have more than once done before, both in California and in States east of the mountains.

Wool.

Washington, Pa., Reporter.
 The local wool market is improving and buyers are paying a shade above thirty—say 30 to 33 cents—for our wools. Demas and Harvey Lindsey, of Franklin township, sold their clip at 45 cents, but it is very fine wool and well put up. The manner in which wool is prepared for market should be more fully recognized by buyers than it is.

Farmers sometimes chide us for publishing the market reports from the Boston papers, and impute that they are not fair, and even that we are paid for publishing them. We copy them just as they appear in the papers; they are the best and most reliable information within our reach. Our own farmers could often assist us in making reliable reports of the local market, but two out of three of them when asked what they received for their wool, decline to answer, or say it was sold, on "private terms."

USE OF MONEY.—Money should be acquired for three objects—giving, saving, spending. Most people spend too much; many save too much; few give too much. The ordinary rule is—spend, save, then give. If anything remains. Avaricious people, self-indulgent people, lazy people, double-minded people, all dislike any methods of benevolence. Some are like the man who refused to give on a public occasion, saying, "My giving is between God and my conscience; what I give is nothing to nobody."—and his friends construed his language literally.

A CORRESPONDENT of the Ohio Valley News says that Mr. A. B. Paul, of Hopeville, who has been engaged in working up a train of steam wagons to carry freight and passengers over the National Road from Bridgeport to Cambridge in opposition to the Central Ohio and St. Clairsville narrow gauge railroad, will shortly undertake the job of straightening the Mississippi from the mouth of the Ohio river to the Gulf of Mexico.

MUSKOGON, Mich., August 27th, 1877.

Dr. R. V. PIERCE, Buffalo, N. Y.:
 Dear Sir:—Your Golden Medical Discovery and Pleasant Purgative Pills have cured me of the worst form of chronic liver complaint of ten years' standing. I had tried every physician of whom I could hear, and every remedy that was recommended, but gradually grew worse, until I could hardly move around. I did not expect to live thirty days, but, thanks to your remedies, I am now well and strong.
 Yours truly,
 MARLY MAXIN.

DIED.

BAIKER.—At the residence of her husband, No. 721 Main street, on Tuesday morning, June 25, 1878, at 5 1/2 o'clock, CAROLINA, wife of Anton BAIKER, in the 63d year of her age.
 Funeral will take place from her late residence at 2 o'clock Thursday afternoon. Friends of the family are invited to attend.
 GOLDAY.—On Wednesday morning, June 26, 1878, at 3 o'clock, GEORGE PHILLIPS, son of William and Anna Golday, aged 6 years.
 Funeral notice to-morrow.

TRAVELERS' GUIDE.

DEPARTURE OF TRAINS.			
	A. M.	P. M.	P. M.
B. & O. R. R.	8:45	10:30	5:55
Cent. O. Div.	8:45	10:30	11:15
W. & P. R. Div.	5:55	1:25	6:50
Clav. & Pitta.	6:15	1:45	8:30
P. C. & St. L.	7:07	4:47	6:17

ARRIVAL OF TRAINS.			
	A. M.	P. M.	P. M.
B. & O. R. R.	9:05	6:00	10:55
Cent. O. Div.	11:35	12:10	6:45
W. & P. R. Div.	10:30	3:45	8:10
Clav. & Pitta.	10:50	5:50	6:29
P. C. & St. L.	9:07	11:52	7:52

SPECIAL NOTICES.

A CARD.
 To all who are suffering from the errors and disorders of youth, nervous weakness, early decay, loss of manhood, &c., I will send you a receipt that will cure you, FREE OF CHARGE. This great remedy was discovered by a missionary in South America. Send a self-addressed envelope to the Rev. JOHN T. LEMAN, Station D, Bible House, New York City. *wp1-daw*

A General Reclamation.

Triumph of a Great Discovery!
 The public has relied against *understanding Hair Dye*. Fashion has forsworn them. A sagacious community has adopted in their stead, **CRISTADORO'S HAIR DYE**, and for these reasons: 1. It endures and blackens the hair, and the skin. 2. It is a vegetable emulsion, not a burnt glue. 3. It does not burden the hair with a coating of metallic tinges, but produces her own living hair. Its cooling effect is lasting. It defies cold, heat, and all the elements of nature. It never falls out. Manufactured by J. CRISTADORO, No. 211 William St., New York. Sold by all Druggists. Applied by all Hair Dressers. *wp1-daw*

FURNITURE, &c.

REPAIRING OF OLD FURNITURE.
 UPHOLSTERING, RE-VARNISHING and RE-SEATING OF CHAIRS, done in shortest time at **ARBENZ & CO'S**, FURNITURE AND UNDERTAKING HOUSE, No. 1109 MAIN ST. and 3805 JACOB ST. *wp1-daw*

UNDEKTAING.

And everything pertaining to the business. Calls answered at all hours.

WM. ZINK & SON, .

Cor. Market and 22d Sts.

M. KLEINHANS,

1058 MAIN STREET.

FIRST-CLASS UPHOLSTERER.

Late with Mendel, Booth & Co. All kinds of upholstering done in the latest style, and best material put on at a much lower charge than any house in the city. Satisfaction guaranteed. *wp1-daw*

OLD SEAL PRESSES

WANTED TO-DAY.

WEST VA. STENCIL & SEAL WORKS No. 1711 MARKET ST.

DAISON—Chester Sugar Cured Hams, Virginia

Black Forest Hams, Sugar Cured Shoulders, Clear Fat Ham Steaks, all at current market rates. *wp1-daw*

NEW ADVERTISEMENTS.

ST. JACOB'S EVANGELICAL LUTHERAN CHURCH.—Chapman street.—Rev. J. Beck of Lithopolis, Ohio, will preach in English this evening at 8 P. M. The public are cordially invited. *wp1-daw*

CHILDREN'S CARRIAGES,

CHOQUET, BASE BALLS AND BATS, TOYS AND FANCY GOODS.

At Bottom Price, at **O. C. GENTHER'S**, 1067 MAIN STREET.

CHAMBER SUITS—

QUEEN ANNE, EAST LAKE and all other styles. Largest stock in the city. Call and see them.

FRIEND & SON.

1068 MAIN STREET.

UNDEKTAING.

GLASS, IRON AND WOOD COFFINS, With a full line of everything pertaining to the business.

ZINK & MOREHEAD,

FURNITURE AND CARPET ROOMS, 1117 MAIN STREET.

JUST RECEIVED—

A fine assortment of **MOSQUITO BARS**, Pink and White, all sizes.

C. MENDEL, BOOTH & CO. 1427

COMMISSIONER'S NOTICE—ACCOUNT.

State of West Virginia, City of Wheeling, Stephen Ripley, Sergeant of the City of Wheeling, vs. William McNabb, Thomas R. McFar, George R. Caldwell, trustee, and John Robertson, trustee, in Chancery.

By a decree entered by said Court on the 26th day of June, A. D. 1878, in the above entitled cause, it is returned to the undersigned Commissioner of said Court to take and report an account showing:

First. The amount of the plaintiff's claim in said cause, and the amount of the defendant's claim in said cause.

Second. The property on which the judgment and execution mentioned in the bill are respectively liens.

Third. The respective liens on the property mentioned in said bill and the papers in the cause their amount and priority, and what portions of said property they are respectively liens upon.

Fourth. Any other matter specially stated and deemed pertinent to the Commissioner, or required by any of the parties in interest.

Notices to be given that I have fixed upon Saturday, July 27th, 1878, at 10 o'clock A. M., as the time, and my office, No. 1222 Chapline street, in the city of Wheeling, as the place, for ascertaining and stating the matters referred in said account.

W. J. W. COWDEN, Commissioner of the Municipal Court of Wheeling.

T. J. HENRY, Solicitor for Plaintiff. *wp1-daw*

THE GEORGE FOX

INCORPORATED 1874

STARCH MANUFACTURING CO.

DIAMOND GLOSS STARCH.

The Most Perfect & Durable Gloss CHEAPEST & BEST.

Makes the Most Perfect Gloss of any Starch known.

Ask for Diamond Gloss.

KNOWN AND SOLD EVERYWHERE. *wp1-daw*

We are daily receiving new and attractive

goods, such as Caneas and Turquoises, Ladies' Guard Chains, fine Amethyst and Cameo Sleeve Buttons, and many other novelties.

LOUIS DECHERT'S JEWELRY STORE, 1207 Market St., opp. Melrose House.

SARATOGA WAFERS

Just Received,

ONE BARREL SARATOGA WAFERS

R. J. SMYTH,

CORNER MARKET AND FOURTEENTH STS. *wp1-daw*

WANTED—Ten practical House-women to work

at Plashing, in this county, 14 miles E. of Wheeling, on the Baltimore & Ohio R. R. Contractor, Beltsville, Md. *wp1-daw*

GREAT REDUCTION IN

SUMMER QUEEN OIL COOK STOVE.

The newest thing in the world for summer use. Will do your cooking without heat, smell or smoke. Call and see them.

C. BEHRENS, 3601 Jacob St. *wp1-daw*

ENGLISH OIL TUBE COLORS,

CANVAS STRETCHERS, FRAMES, GLASS SHADES, &c., at **HUTCHINS MUSIC AND ART STORE.** *wp1-daw*

J. H. ROSENBERG,

WHEELING FREESTONE & SANDSTONE WORKS, Corner of Market and Third-third Sts.

Keene's cement on hand Door Frames, Door Sills, Window Caps, Window Sills, Headers, all kinds of Plastering. The attention of Contractors is called to my facilities for forwarding all kinds of stone for building purposes. Prices moderate. *wp1-daw*

FOR PASSAGE TICKETS

To and From Europe, Call at **H. F. BEHRENS'—2127 Market Street,** Agent for six popular Steamship Lines. *wp1-daw*

Jelly Tumblers,

AT **CUMMINS & WOODS'—1142 MAIN ST.** *wp1-daw*

JULY MAGAZINES,

AT THE **CITY BOOK STORE,** 44 TWELFTH STREET.

STANTON & DAVENPORT,

PROPRIETORS.

BOTTOM HAS BEEN REACHED

When you can buy GENUINE OIL PAINT—100 lbs. in a barrel—without paying for it, at **KIRK'S—1005 Main Street.**

Picture Frames, Mountings, Photographic Materials, Looking Glasses, &c., and all kinds of Paints, Artists' Materials, Albums, Stereoscopic Goods, &c. *wp1-daw*

STRASBURG CLOCK.

PHOTOGRAPHS OF THE ORIGINAL STRASBURG CLOCK, and the Cathedral that contains it. On exhibition at **MELROSE HOUSE ART STORE.** *wp1-daw*

FRUIT JARS AND

JELLY TUMBLERS, At very Low Prices.

J. L. HOBBS, SON & CO., 1115 MAIN STREET. *wp1-daw*

NEW ADVERTISEMENTS.

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